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Joe McInnes
TRANSPORTATION DIRECTOR

October 5, 2009

The Honorable Jerry Mobley
Chairman, Winston County Commission
Post Office Box 147
Double Springs, Alabama 35553

Subject: Annual Inspection Report
Double Springs-Winston County Airport

Dear Mr. Mobley:

An inspection of the Double Springs-Winston County Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on September 22, 2009. The purpose of the inspection was to update the information currently on file regarding the airport and to ascertain compliance with the rules and regulations of the Alabama Department of Transportation governing licensed public-use airports within the State of Alabama.

Attached you will find a copy of the Annual Inspection Report for the Double Springs-Winston County Airport. As noted in the report, the airport ***does not meet*** all the requirements for the issuance of an operating license. The operating license for the airport is being withheld pending the necessary corrective actions of the violations listed in the report. The Code of Alabama 23-1-375 prohibits the operation of an airport for which a license has not been issued.

Our records indicate that the Double Springs-Winston County Airport has been operating for many years without an operating license. For all intents and purposes, the violations mentioned in this report have been reoccurring for well over nine years. The Aeronautics Bureau strongly recommends the airport's closure until the violations can be corrected.

The County should contact the Aeronautics Bureau within 60 days of the receipt of this report, to discuss their plans to correct the deficiencies, close the airport or execute some other viable solution.

You may contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,

John C. Eagerton IV, D.P.A.
Chief, Aeronautics Bureau

Copy: Mr. Rans Black
FAA/ADO

The Honorable Elmo Robinson
Mayor, City of Double Springs

SEPTEMBER 22, 2009



DEPARTMENT OF TRANSPORTATION

ANNUAL INSPECTION REPORT



DOUBLE SPRINGS-WINSTON COUNTY AIRPORT

DOUBLE SPRINGS, ALABAMA

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Annual Inspection Report Double Springs-Winston County Airport Double Springs, Alabama

September 22, 2009

Introduction:

Code of Alabama 23-1-357(c). The department may perform such acts, issue and amend such orders and make, promulgate, or amend general or special rules, regulations, and procedures and establish minimum standards, consistent with the provisions of this article as it shall deem necessary to carry out the provisions of this article and to perform its duties hereunder, all commensurate with and for the purpose of protecting and insuring the general public interest, health, welfare, and safety. (Act 2000-220, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the Double Springs-Winston County Airport was conducted by Mr. Kline Jeffcoat of the Alabama Department of Transportation Aeronautics Bureau on September 22, 2009.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State or local laws, ordinances or regulations that may have a bearing on the corrective actions that may be specified in this report.

The licensing requirements referred to in this report are taken from the Administrative Code of the Alabama Department of Transportation Aeronautics Bureau.

Inspection Methodology:

The inspection of the required State Approach/Departure Path and Federal Runway Protection Zones was accomplished by the use of approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived by the use of a Theodolite and electronic distance measuring device.

All other areas of the inspection were conducted visually and photographed for reference purposes.

Annual Inspection Report Double Springs-Winston County Airport Double Springs, Alabama

September 22, 2009

License Status:

Code of Alabama 23-1-375(a). ...a person or municipality may not operate an airport, restricted landing area, or other air navigation facility without a license issued by the department.

Based upon the findings of the inspection conducted on September 22, 2009, it was determined that the airport **does not meet** the requirements for the issuance of an operating license.

The inspection was conducted on the airport under the provisions of the Administrative Code for the following areas:

1. Approach and Departure Paths Administrative Code 450-9-1-.12(1) (See Appendix 1)

State Licensing Standards:

- For all hard surface runways the approach and departure path begins 200 feet from the runway end (runway threshold).
- The approach and departure path for all runways is centered along the extended runway centerline and extends for 1000 feet.
- The approach and departure path for all runways slopes up at a ratio of 20:1.
- All penetrations of the approach and departure paths, whether natural or manmade, constitute an obstruction to navigation and must be removed.
- The land beneath the approach and departure path must be controlled by the airport owner. This is accomplished by ownership of the property in fee simple or by written perpetual agreement with the owner of the land.

Inspection Results:

- Runway 21: No obstructions (See Photo # 1 and Appendix 2).
- Runway 3: Trees identified as Tree # 8 and Tree # 9, violate the 20:1 approach/departure path (See Photo # 2 and Appendix 3).

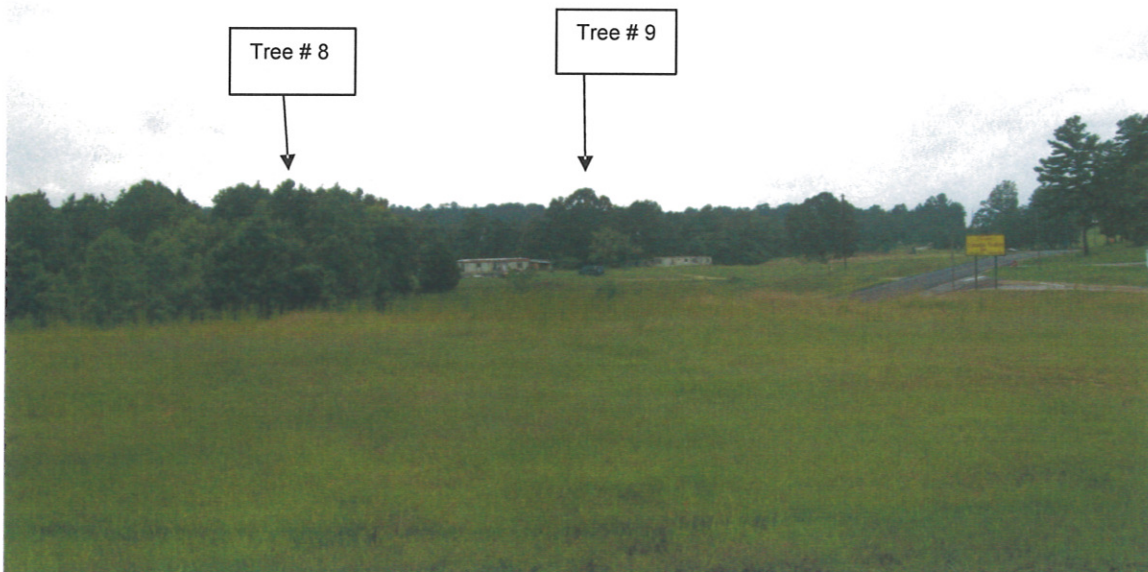
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September 22, 2009

Photo # 1 – Runway 21 Approach/Departure Path



Photo # 2 – Runway 3 Obstructions



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September 22, 2009

Required Action:

- While these trees are representative of obstructions in the approach departure path of runway 3, they do not include all the trees that may violate the 20:1 approach departure path.
- In order for an operating license to be issued the obstructions to runway 3 must be removed to provide a clear 20:1 approach/departure path.

2. Primary Surface Administrative Code 450-9-1-.12(2)

State Licensing Standards:

- Primary Surface (See Appendix 1): The primary surface is 250 feet wide, centered on the runway centerline and extends 200 feet past the end of the marked runway. The primary surface is required to be free of all obstructions, manmade or natural. The only allowable objects are runway lights, guidance signs, or navigation equipment that by function is required to be within the primary surface boundaries.

Inspection Results:

- The primary surface is violated by brush growing within its boundaries on northwest side of runway 21 (See Photo # 3 and Appendix 2)

Photo # 3 – Vegetation within Primary Surface



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September 22, 2009

Required Action:

- All brush and vegetation must be removed from within the boundaries of the primary surface.

3. Runway Safety Area Administrative Code 450-9-1-.12(3)

State Licensing Standards:

- Runway Safety Area (Appendix 1): All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end. The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches.

Inspection Results:

- The grade of the runway safety area for both ends of the runway is short of the required 200 feet. Runway 21's safety area is 120 feet while runway 3 is 150 feet (See Appendix 2). Also the runway lights are installed using non-frangible angle iron stakes that extend above the surface (See Photo # 4 and Appendix 3).

Photo # 4 – Runway Light



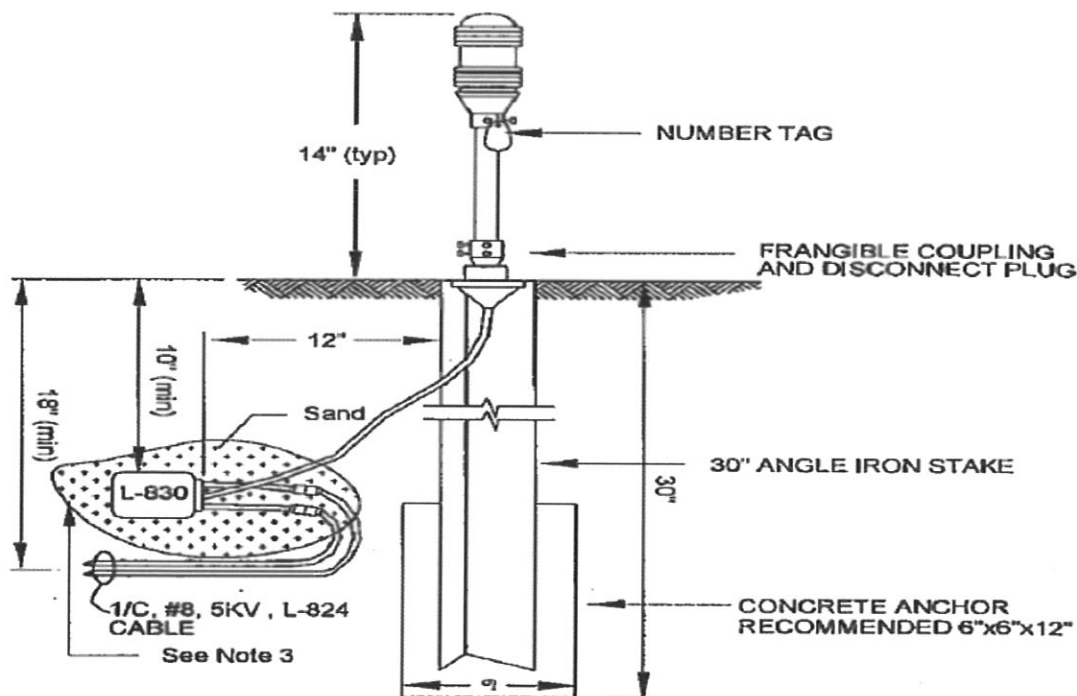
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Required Action:

- Construct the required 200 foot long by 120 foot wide Safety Area as shown in Appendix 1. The thresholds of the runway must also be displaced to provide a 200 foot long cleared area if construction is not completed. The displacement of the threshold will require that the threshold lights be moved to the point of displacement and the runway marked according to the provisions of FAA AC150/5340-1J "Standards for Airport Markings".
- Proper installation of the runway lights is provided in Figure # 1 below.

Figure # 1 – Stake Mounted Runway Lights



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4. Airport Markings Administrative Code 450-9-1-.12(4)

State Licensing Standards:

- Airport Markings: All runways are required to be marked in a manner identifying the boundaries of the landing areas. The runway markings must be painted white and be maintained in a legible condition.

Inspection Results:

- The runway markings are faded (See Photo # 5).

Photo # 5 – Faded Runway Markings



Maintenance Required:

- Markings should be repainted in accordance with FAA AC 150/5340-1J.

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5. Wind Direction Indicator Administrative Code 450-9-1-.12(5)

State Licensing Standards:

- Wind Direction Indicators: All airports are required to have an operational wind direction indicator. It must be installed in a highly visible area and free from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

Inspection Results:

- The wind direction indicator (windsock) is operational.

6. Airport Lighting Administrative Code 450-9-1-.12(6)

State Licensing Standards:

- Airport Lighting: Runway lights and a lighted wind direction indicator are required for night operations. An airport rotating beacon is suggested. All runway, threshold, and taxiway lighting shall be maintained in operational condition and shall not be obscured by natural growth such as grass and/or weeds.

Inspection Results:

- The airport lighting system appeared operational, however the system operates from a photo cell and the actual operation of the lights were not observed. One (1) fixture was broken.
- As detailed in Section 3 above the fixtures are mounted on angle iron stakes that protrude above the surface.

Maintenance Required:

- Inoperative light should be repaired or replaced and the angle iron mounts should be relocated below the surface as depicted in Figure # 1.

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7. Runway, Taxiway and Apron Conditions Administrative Code 450-9-1-.12(7)

State Licensing Standards:

- Runway, Taxiway and Apron Conditions: All airport pavement surfaces associated with aircraft operations must be kept smooth and free of any defect or obstruction that could damage an aircraft. The lip of the airport pavement surfaces must not exceed three (3) inches in elevation from the top of the pavement to the shoulder. The drop should only be enough to allow sufficient drainage and not pose a control problem for aircraft exiting the runway. The aircraft parking apron is for the operation and parking of aircraft only and should be smooth and free of obstructions or defects that could cause damage to aircraft during operations.

Inspection Results:

- The overall condition of the airport pavement surfaces is in fair condition. There are very few cracks, but widespread moderate raveling and two areas where the pavement has failed and potholes are developing (See Photo # 6).

Photo # 6 - Pothole



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Maintenance Required:

- A new surface treatment or thin overlay will be needed in the near future; however the localized potholes should be excavated and the surface rebuilt immediately.

8. Fueling Area Requirements Administrative Code 450-9-1-.12(8)

State Licensing Standards:

- Signs should be posted prohibiting open flames or smoking in fueling areas. The fueling facility must be labeled indicating the type fuel being dispensed.
- Grounding cables must be available.
- A fire extinguisher approved for the purpose of extinguishing petroleum product fires available during all fueling operations.
- Serviceable hoses and connections that would preclude a rupture or leaking of fuel.

Inspection Results:

- Fuel service is not available at this airport.

9. Prohibited Activities Administrative Code 450-9-1-.16

State Licensing Standards:

- Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

Inspection Results:

- No prohibited activities were observed during this inspection.

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September 22, 2009

Summary:

The table below summarizes items noted in this report.

INSPECTION SUMMARY

Inspection Area	Violation/Maintenance	Corrective Action
Approach/Departure Path	Violation	Remove obstructions
Primary Surface	Violation	Primary Surface should be cleared and maintained in a mowable condition
Runway Safety Area	Violation	Construct RSA to meet licensing requirements. Non-frangible light fixture mounts must be relocated beneath the surface.
Airport Markings	Maintenance	Airport will require re-marking in the future
Airport Lighting	Maintenance	Repair or replace broken fixtures and as above relocate non-frangible mounts beneath the surface

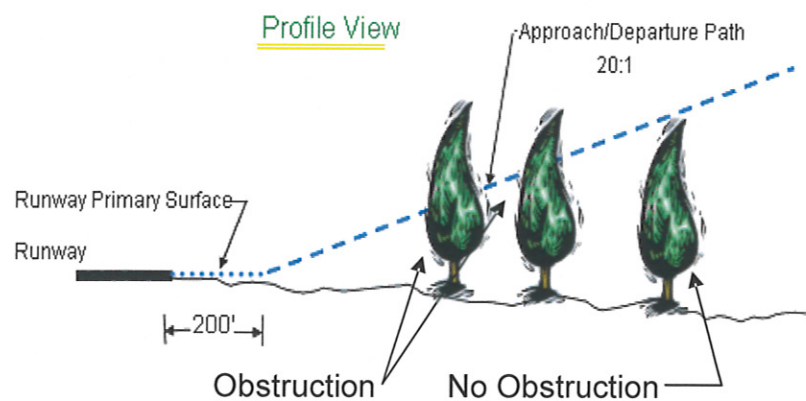
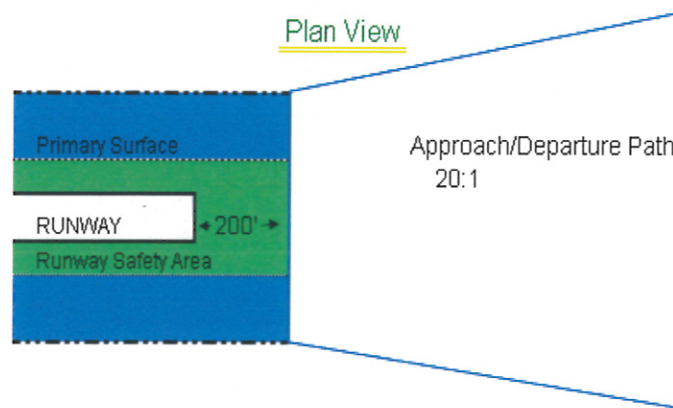
Included with this report is an airport safety self-inspection checklist. This checklist is taken from FAA Advisory Circular (AC) 150/5200-18C and should be used in accordance with this AC to develop your own self-inspection program.

Please contact the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.

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September 22, 2009

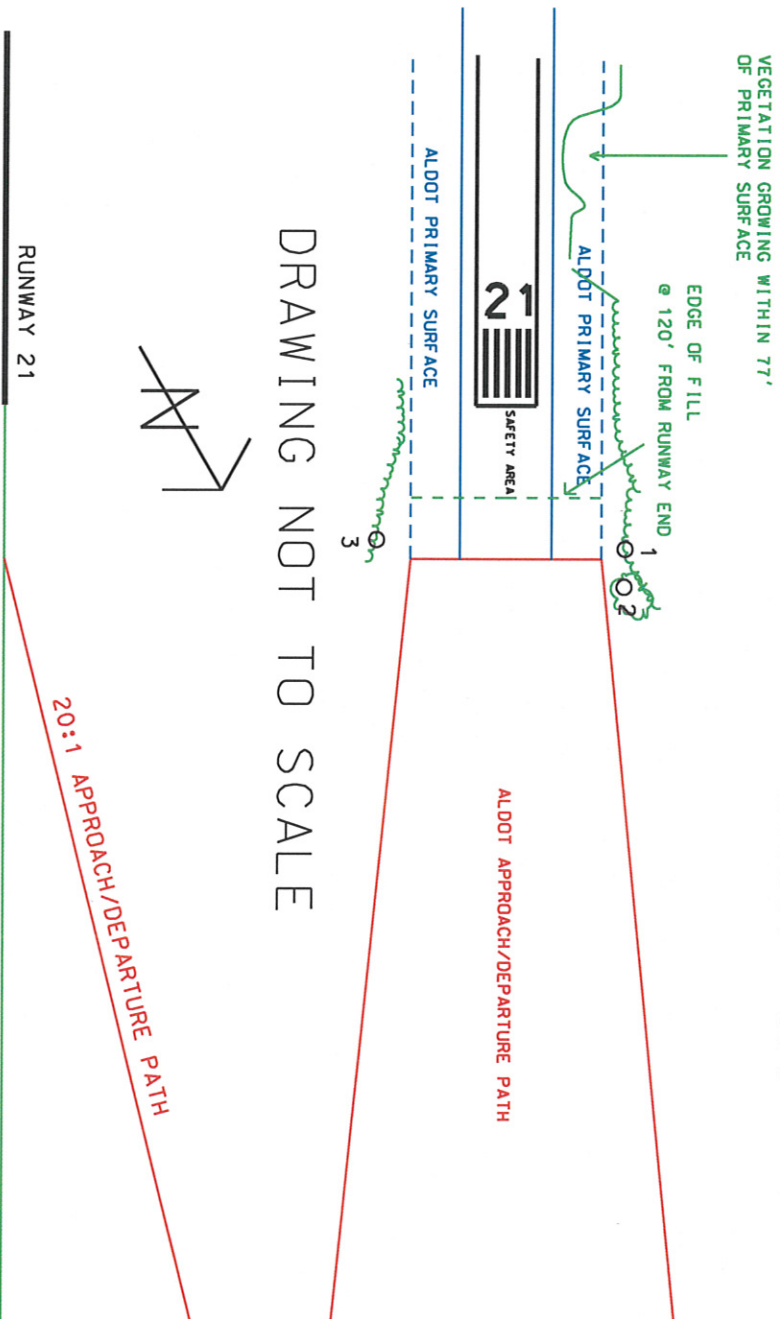
Approach and Departure Path Dimensions			
Inner Width	Outer Width	Length	Acreage
250 Feet	450 Feet	1,000 Feet	8.04 Acres
Primary Surface Dimensions			
250 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			
Runway Safety Area Dimensions			
120 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			



APPENDIX 1

DOUBLE SPRINGS - WINSTON COUNTY AIRPORT SEPTEMBER 22, 2009

REQUIREMENTS FOR STATE AIRPORT LICENSE RUNWAY 21



DRAWING NOT TO SCALE

NO OBSTRUCTIONS TO THE ALDOT
20:1 APPROACH/DEPARTURE PATH

NOTE: THIS SKETCH IS PROVIDED FOR
INFORMATIONAL PURPOSES ONLY
AND SHOULD NOT BE USED FOR
ANY OTHER PURPOSE.

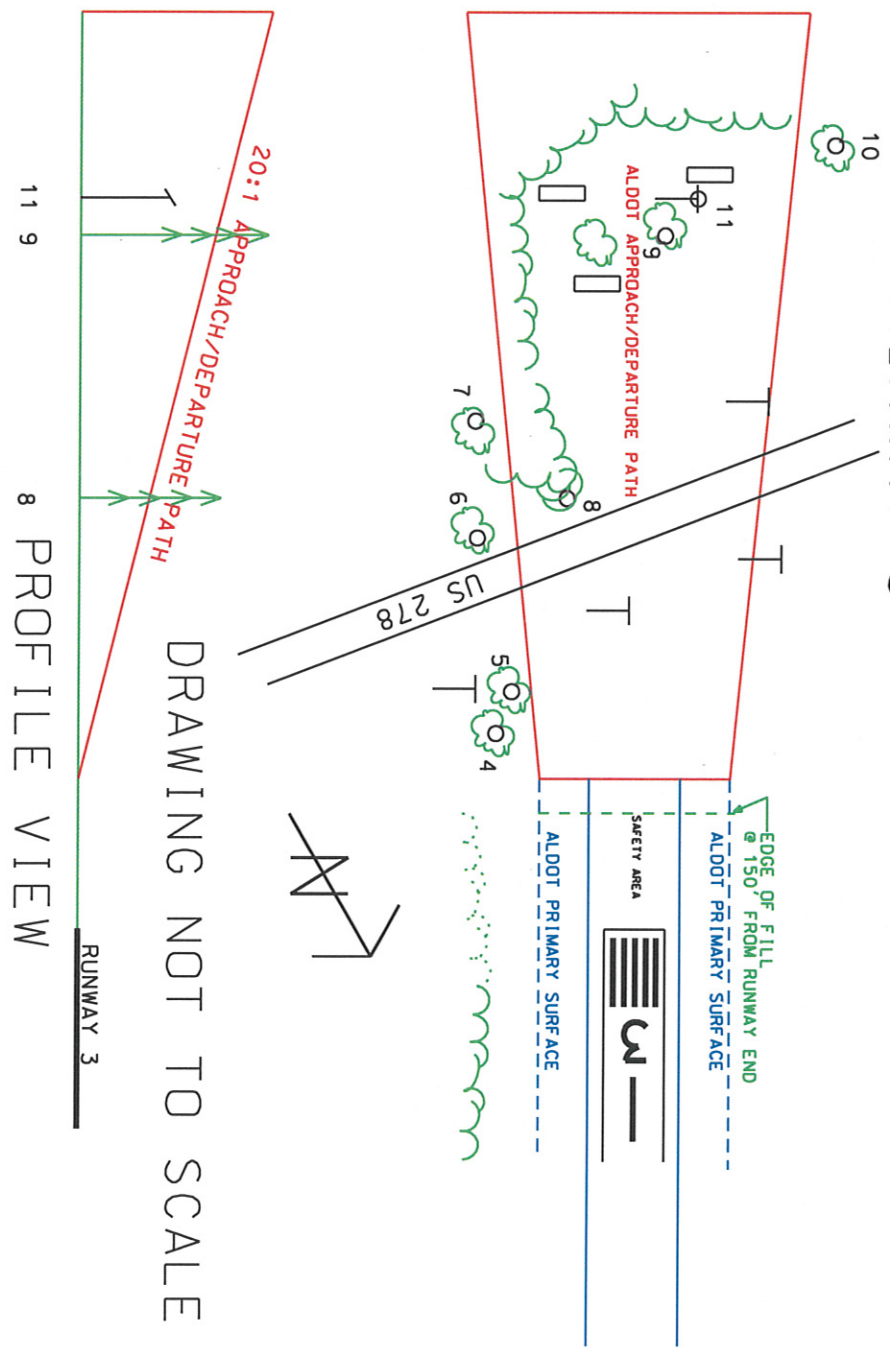
PROFILE VIEW

DOUBLE SPRINGS - WINSTON COUNTY AIRPORT SEPTEMBER 22, 2009

REQUIREMENTS FOR STATE AIRPORT LICENSE RUNWAY 3

8. TREE - 37' ABOVE RUNWAY END
570' FROM RUNWAY END
91' RIGHT OF CENTERLINE
9:1 OBSTRUCTION CLEARANCE SLOPE
9. TREE - 49' ABOVE RUNWAY END
906' FROM RUNWAY END
36' LEFT OF CENTERLINE
14:1 OBSTRUCTION CLEARANCE SLOPE
11. POLE - 23' ABOVE RUNWAY END
957' FROM RUNWAY END
79' LEFT OF CENTERLINE
32:1 OBSTRUCTION CLEARANCE SLOPE

NOTE: THIS SKETCH IS PROVIDED FOR
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AIRPORT SAFETY SELF-INSPECTION CHECKLIST

DATE: _____ DAY: _____

✓ Satisfactory

X Unsatisfactory

Day Inspector/Time: _____ Night Inspector/Time: _____

FACILITIES	CONDITIONS	D	N	REMARKS	RESOLVED BY (Date/Initials)
Pavement Areas	Pavement lips over 3"				
	Hole – 5" diam. 3" deep				
	Cracks/spalling/heaves				
	FOD: gravel/debris/sand				
	Rubber deposits				
	Ponding/edge dams				
Safety Areas	Ruts/humps/erosion				
	Drainage/construction				
	Support equipment/aircraft				
	Frangible bases				
	Unauthorized objects				
Markings	Clearly visible/standard				
	Runway markings				
	Taxiway markings				
	Holding position markings				
	Glass beads				
Signs	Standard/meet Sign Plan				
	Obscured/operable				
	Damaged/retroreflective				

FACILITIES	CONDITIONS	D	N	REMARKS	RESOLVED BY (Date/Initials)
Lighting	Obscured/dirty/operable				
	Damaged/missing				
	Faulty aim/adjustment				
	Runway lighting				
	Taxiway lighting				
	Pilot control lighting				
Navigational Aids	Rotating beacon operable				
	Wind indicators				
	RENLS/VGSI systems				
Obstructions	Obstruction lights operable				
	Cranes/trees				
Fueling Operations	Fencing/gates/signs				
	Fuel marking/labeling				
	Fire extinguishers				
	Frayed wires				
	Fuel leaks/vegetation				
Snow & Ice	Surface conditions				
	Snowbank clearances				
	Lights & signs obscured				
	NAVAIDs				
	Fire access				

